

# THE ILLUSTRATED LONDON NEWS

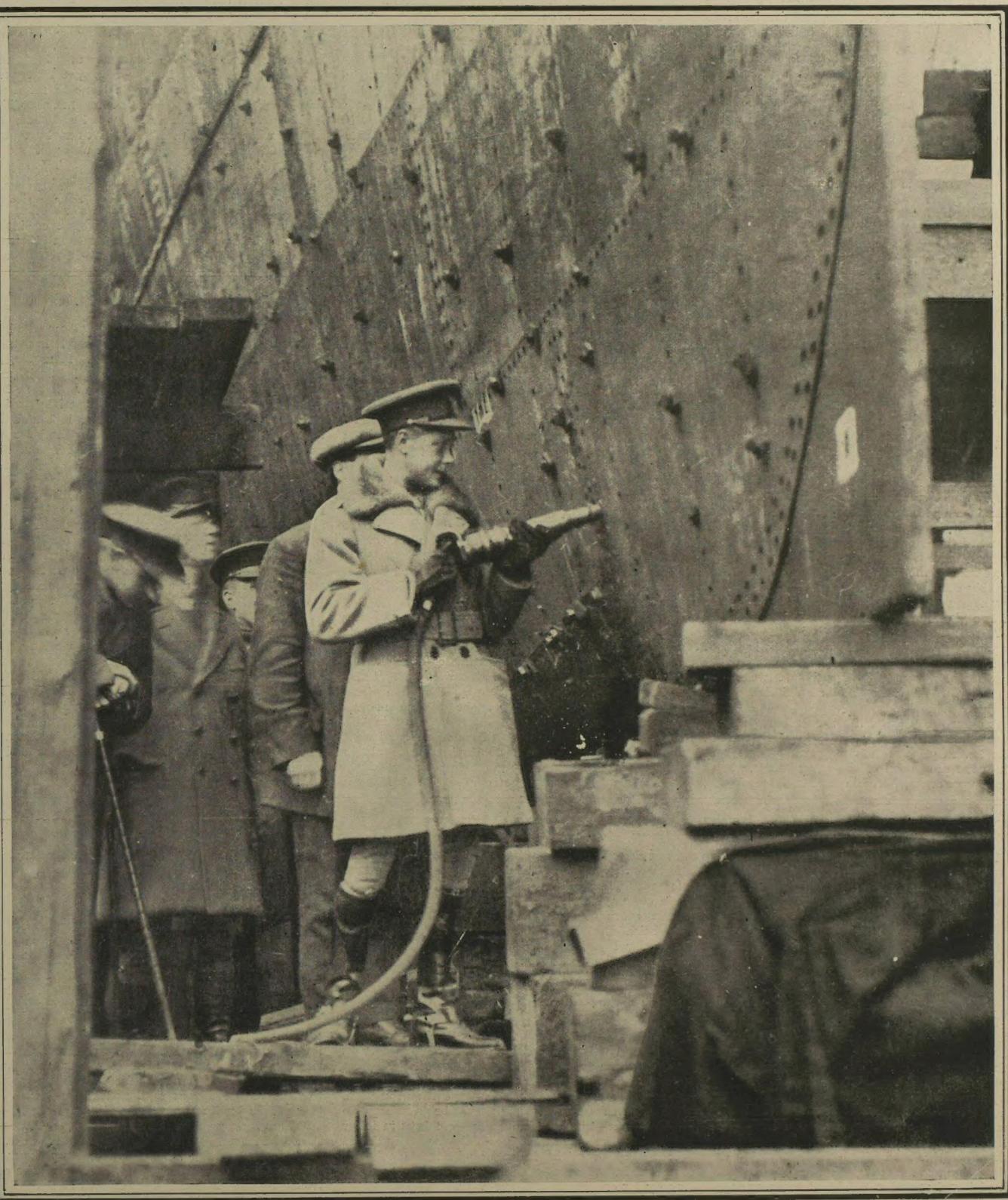
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NINEPENCE.

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THE PRINCE OF WALES AS A RIVETER: HIS ROYAL HIGHNESS WORKS A PNEUMATIC RIVETING HAMMER  
IN A CLYDE SHIPYARD.

The Prince of Wales, who only recently returned from the mining districts of South Wales and Cornwall, arrived in Glasgow on March 4 to visit the shipyards of the Clyde. At one of them, during the first day of his tour, he mounted a platform built beside a new standard ship on the stocks, and tried his hand with a pneumatic riveting hammer. It was no light task, and the Prince remarked: "This thing is jolly heavy;" but he

persevered, and succeeded in driving a white-hot rivet into a plate in the ship's bows, as shown in our photograph. The crowd of onlookers cheered when they saw that the work was done. Later, at another yard, he operated a hydraulic riveting machine, driving in several rivets in so workmanlike a style that it was humorously suggested he ought to be paid at the maximum rate of a shilling per rivet.

PHOTOGRAPH BY TOPICAL.

## THE BAROMETER AND THE WEATHER.

THE working of the mercury barometer depends on the discovery of Torricelli, who showed, in 1643, that if a glass tube 33 inches long be filled with mercury, and its open end plunged in a trough of the same metal, the mercury retreats from the closed end until the column is about thirty inches in height. The vacuum or empty space thus left is especially sensitive to alterations in the pressure of the atmosphere, and the column therefore varies from as much as thirty-one inches when the pressure is greatest to twenty-nine when it is lowest. The aneroid, or "dry," barometer produces the same effect from the alternate contractions or expansions of a brass box partly exhausted of air. It was the discovery of Nicolas Jacques Conté, in Napoleon's time, and can be made so sensitive as to record the difference in height between the table and the floor.

The use of the barometer in warning us of the approach of a change of weather is governed by fixed laws which have only lately been formulated. As hot air rises while cold air sinks, it is plain that a sudden access of hot air into the atmosphere of any place should lead to a diminution of the pressure, and one of cold to its increase. But the problem is complicated by the amount of moisture which such air brings with it, and this in turn depends on the regions whence it has come. In these islands the prevailing winds are the south-west and the north-east, the first-named of which, coming from the Equatorial regions across the ocean, is naturally charged with water; while the north-easter, blowing over the great dry

tracts of Northern and Central Europe, is generally dry. Hence it may be expected that the advent of the south-west wind will cause a diminution in atmospheric pressure, a corresponding fall in the barometer, and a consequent downpour of rain, and this is, roughly, what generally happens. But it is now seen that the occurrence of these winds is not an affair of chance. In our latitude the wind, especially in winter, is nearly always veering round from the north to east, from thence to the south, and back by way of the west to the north again, and rarely moves in the contrary direction. This, which is known as Dove's law, is said to be due to whirlwinds caused by the heating of the air above the Gulf Stream.

The approach of any change of wind can now be foretold by a consideration of the "isobars," or lines of equal barometric pressure appearing on the map of the hemisphere, which before the war used to be published. This publication being now very properly forbidden by the authorities, in view of the information it might give to the enemy as to the safest time for air-raids and the like, it need only be said that, if within any area the pressure be lower than that outside it, the wind blows round that area in the contrary direction to the hands of a watch. This is called a cyclonic system, and is much the most common in these islands. It means warm weather in winter and cold in summer, with a more or less damp air or rain in either case. The anti-cyclonic system is, of course, one travelling the reverse way, and produces, as a rule, hard frost in winter and heat in summer; but

By F. L.

it travels much more slowly over the earth than the cyclonic, and, on the whole, is less inclined to disappear quickly. When, in the happy days coming, the publication of the isobars—which, in their turn, depend on the barometrical observations telegraphed to us from different quarters of the globe—is resumed, it will be possible again to give warning of the approach of a cyclonic or anti-cyclonic system.

Meanwhile, a little can be said of the ordinary readings of the barometer in these islands. These readings are generally over thirty inches when the weather is fine, and when it sinks below this point we may expect rain, snow, or high wind. But it is also true that if the barometer rises or falls steadily but slowly, so that the variation extends over several days, the change in the weather is not only fairly certain, but is likely to last some time. On the other hand, a sudden change in the height of the mercury may bring with it the indicated change in the weather, or it may not, and is not so likely as a gradual one to mean any long-continued change to the type not then prevailing.

Moreover, the barometer is apt to be affected, as is natural when we consider the sensitive metal used, by a change of temperature, and therefore undergoes a daily variation connected with the sun's heat. This applies, curiously enough, to the aneroid type also; and, if we are to expect true indications from any weather-glass, it must be kept sheltered from draughts or other sudden changes of temperature. Finally, nearly every instrument has its own peculiarities arising from differences in capillarity and the like, and these will repay study.

## THE WAR DEBT: HOW WE SHALL PAY IT.

PEACE, when it breaks out, will find this country burdened with a war-debt perhaps ten times as large as that which was the cost of crushing Napoleon. How shall we bear so colossal a burden? Our Bolsheviks insist that the only way will be to seize the possessions of the "Haves," which would be equivalent to repudiation. The Russian object-lesson in what the class-war specialists call "direct action" has been a salutary warning to the honest working-man, who was for a time inclined to listen to the false, fantastical prophets of Red Petrograd. Indeed, it would seem that the only following now left to Lenin and Trotsky in this ancient home of proved liberties are the long-haired young men in the big cities who are suffering from a cosmical grievance—i.e., a feeling that there is something radically wrong with the whole order of the universe. The A.S.E. "dilutee" who frankly confessed: "I don't want to fight, and I don't want to work—what's the good of it all?" was evidently a victim of this anything but divine discontent. After all, nearly everybody in the days of yeasty youth has "seen red" in the Socialistic sense: it was King Oscar of Sweden who declared that the young man who was not a Socialist before twenty-five had no heart, and he who remained a Socialist after twenty-five had no head.

The notion that Capital has been robbing Labour of a huge cantle of its just reward is still widely current. But the tendency, even among extremists, has been to reduce the proportion of the alleged theft. Marx put it at 80 per cent.; according to Mr. Sidney Webb,

consulting economist to so many Socialist and semi-Socialist leaders, it is only 25 per cent. In point of fact, statistics can be produced to prove that the English oligarchy of modern capitalists, the brains of the industrial organism, have been democracy's best friends. This truth can be read clearly in a century of Income Tax returns. In 1801-2, when Pitt invented the Income Tax as a war impost, the national income of England (with Wales) was estimated at £180,000,000. In 1907, according to the generally accepted estimate, it had risen to £2,050,000,000; had the national income increased in proportion to the national population, it would have been only £900,000,000. The additional increment of £1,050,000,000 is the product of capitalistic brain-power.

But what has become of all this golden reward for being made to become a nation of multiple-shopkeepers instead of a nation of shopkeepers (the change is not yet complete)? The oligarchy of controlling brains, which form a natural and inalienable monopoly, took 250 millions only. The new class they created of intellectual subordinates—that Lower-Middle Class which Charles Booth saw as a new factor in social life—took 200 millions. The residue—no less than 600 millions—has gone to the manual workers. That is why the average wage in this country was, ten years ago, at least seven times what it was in Russia, where the developing business brain has just been scattered by the Bolshevik bludgeon.

The honest toiler is apt to believe that he or a

By E. B. OSBORN.

mate could take control of the shop and run the business as well as the boss, or even better. It has turned out far otherwise in Red Petrograd. Moreover, the records of scores of experiments in applied Socialism—e.g., "Australia" in Paraguay—show that nothing can compensate for the lack of a specially trained intelligence and will-power at the top. It follows that it would be a criminal blunder to eliminate the strategist of business by the Marxian *ultima ratio regum* (the legend engraved on the Kaiser's monstrous siege-guns) of depriving him of his reward, past or present or future. The working capitalist must be kept and encouraged by our kings in corduroy, and given scope to develop those latent Imperial resources which, rightly used, will not only pay our war-debt, but also lay the foundations of a progressive prosperity as yet undreamed of. This comfortable truth was the theme of the late Earl Grey's discourses as he lay on his death-bed; all his life he had taught the necessity of teaching the English working man what the Empire meant for him. "We poor chaps can't afford an Empire," said a Lancashire weaver to the writer, having for a moment forgotten what India has been to his county and industry. The working man forgets that he eats Empire, drinks Empire, wears Empire, plays with Empire, rides about on Empire; in every act of life he consumes, or is in contact with, the products of that red cummerbund of dependencies which encircles the terrestrial globe. The British Empire for the British will pay our war-debt—and with something to spare!

## "COARSE" v. "GAME": THE FISH OF OUR INLAND WATERS.

FISH is undoubtedly replacing meat in many a restaurant. How long will it continue to do so? The question depends to a large extent upon the use we make of the resources that lie to our hand. In another week the close season for coarse fish begins, and in the middle of June we may all give our spare time to fishing. Our rivers, lakes, and ponds hold pike, carp, tench, perch, dace, gudgeon, and eels, the last being a mere visitor, for it must go down to the sea to breed. But all the species named are good eating if the cook understands his work; and of the other fish that I find uneatable—the barbel, chub, bream, and roach—doubtless much might be done by cultivation to improve the flavour. Time was when the bream was very highly esteemed, and kept in the stew-ponds attached to monasteries, castles, and country houses remote from markets. It has fallen from its high estate, but might be cultivated back to it; and in the meantime the four fish I have named will, if thoroughly boiled, stimulate the necessary hen to hurry along the road of egg-production. In days gone by the bream of our inland waters reached a length of two feet and a weight of ten pounds.

We have neglected our "coarse" fish; it may be worth remarking that the adjective is not intended to convey a slur, but to mark the difference between them and the "game" fish, like trout and salmon. If we would take a little ordinary care of our rivers, our lakes, and our ponds, we might have such supplies of well-favoured, well-flavoured fish as would stretch to every table. Now the time is fast approaching

when we can make a start by protecting the spawn from ducks, swans, eels, rats, and frogs. It seems a large task, but a little attention and some wire netting will accomplish big results, and coarse fish need very little encouragement to be fruitful, multiply, and replenish the waters. For example, the pike at maturity lays half-a-million eggs, the carp not less than two hundred thousand, the tench as many, the perch one hundred and fifty thousand. It is not difficult to collect some of these eggs and to put them out of harm's way, and in this fashion any piece of suitable water may be restocked.

Many people are under the quite erroneous impression that coarse fish, when caught, is only fit to be thrown away. Let it be granted that fish from stagnant water have a muddy flavour, and that our lakes and ponds are often both stagnant and unclean. Fish taken from such places should be transferred to clean water—running, for choice—and kept in it for a week. Then, when killed and cleaned, they should be soaked overnight in water with some salt—or, preferably, vinegar—added. After that they are ready for cooking in a dozen ways.

It is not generally known that in normal times there is a large market in tench and carp brought over alive from the Continent. Packed in wet moss, they will travel well and live for days, being very thick-gilled fish. In Central Europe they are regarded as luxuries, and fattened for the table with cream and preparations of flour. To-day there must be a market; for carp and tench appear to be "controlled" fish.

By S. L. BENSUSAN.

When King Henry VIII. was on the throne of England, pike at this time of the year actually cost more than lamb, and was a standing dish at civic banquets. Our rivers were clean, salmon were plentiful in the Thames, and fresh-water fish was highly esteemed by the heads of monasteries—men who were notoriously inclined to flatter their epigastric region.

If the powers that be, the unseen ones who regulate and control us, would but give a little attention to the state of our rivers and ponds, would interest themselves only a little and encourage the general public to do the same, hundreds of tons of nourishing food would be added to our supplies, and we could eat it in the pleasant knowledge that no lives had been risked to bring the food to our door. As the value of "coarse" fish becomes recognised, it will be possible to improve the flavour until at last the *gourmet* of to-day does justice to the taste of his forbears.

There is no good reason why our home-grown fish should be dear. It was stated last year that an enterprising firm of fishmongers had bought up the many tons that lie in the lakes, ponds, and reservoirs controlled by the London County Council at the price of £40 per ton, a trifle over fourpence a pound. It should be perfectly possible, by eliminating the middleman, to sell the fish to the public at sixpence or sevenpence a pound and to make a reasonable profit on costs of production. To do this it is, of course, necessary that fish should be distributed within easy distance of the source whence they are taken. In this way difficulties of transport would be avoided.

## BRITISH AIR MASTERY AT THE FRONT: DAY-BOMBING AEROPLANES.

OFFICIAL PHOTOGRAPHS.



A BRITISH DAY-BOMBING SQUADRON IN FRANCE: A BIG DAY-BOMBING MACHINE AND A SMALL FIGHTING SCOUT.



PHOTOGRAPHIC EVIDENCE OF BOMBING RESULTS: PLATES BEING  
HANDED TO A PHOTOGRAPHER.



REACHING ALMOST UP TO A MAN'S SHOULDERS: A BIG  
BOMB USED BY BRITISH AEROPLANES.

British airmen carry out bomb-dropping raids over the enemy lines on the Western Front by day and night, and the results obtained in daylight are recorded by photography. Our superiority in this respect over the enemy is well shown by the following authoritative figures that were recently published relating to the number of bombs dropped by both sides during the month of January last. In daylight expeditions, while the enemy dropped only 221 bombs over the British lines, our own airmen retaliated by dropping no

fewer than 5900 on to enemy areas. By night there was less discrepancy between the totals, but still our air service had a substantial balance to its credit, having dropped 1753 bombs to the enemy's 1261. The gross total, for day and night, thus worked out to 7653 bombs dropped by British airmen as against only 1482 by the Germans. The British figures include the work of the R.N.A.S., the R.F.C., and the Australian Flying Corps.

# JAPAN AND RUSSIA: THEIR RELATIVE GEOGRAPHICAL POSITIONS; AND THE SIBERIAN RAILWAY.

MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY MESSRS. GEORGE PHILIP AND SON, FLEET STREET.



SHOWING THE 6200-MILE-LONG TRANS-SIBERIAN RAILWAY CONNECTING PETROGRAD WITH VLADIVOSTOK: RUSSIA—EUROPEAN AND ASIATIC—  
AND ITS COMMUNICATIONS WITH JAPAN.

In view of the recent course of events regarding the Russo-German situation and its effects upon the policy of Japan, it is interesting to study, in a map such as the above, the relative geographical positions of Japan and Russia. For the purpose of

overland movements, military or otherwise, between the two countries, the great Trans-Siberian Railway, connecting Petrograd with Vladivostok, would naturally be of immense importance. It is some 6200 miles long.

## SEEKING NO TERRITORIAL AGGRESSION: LEADING STATESMEN OF JAPAN.

PHOTOGRAPHS BY L.N.A., SWAINE, AND MEIJI SEIHANJO.



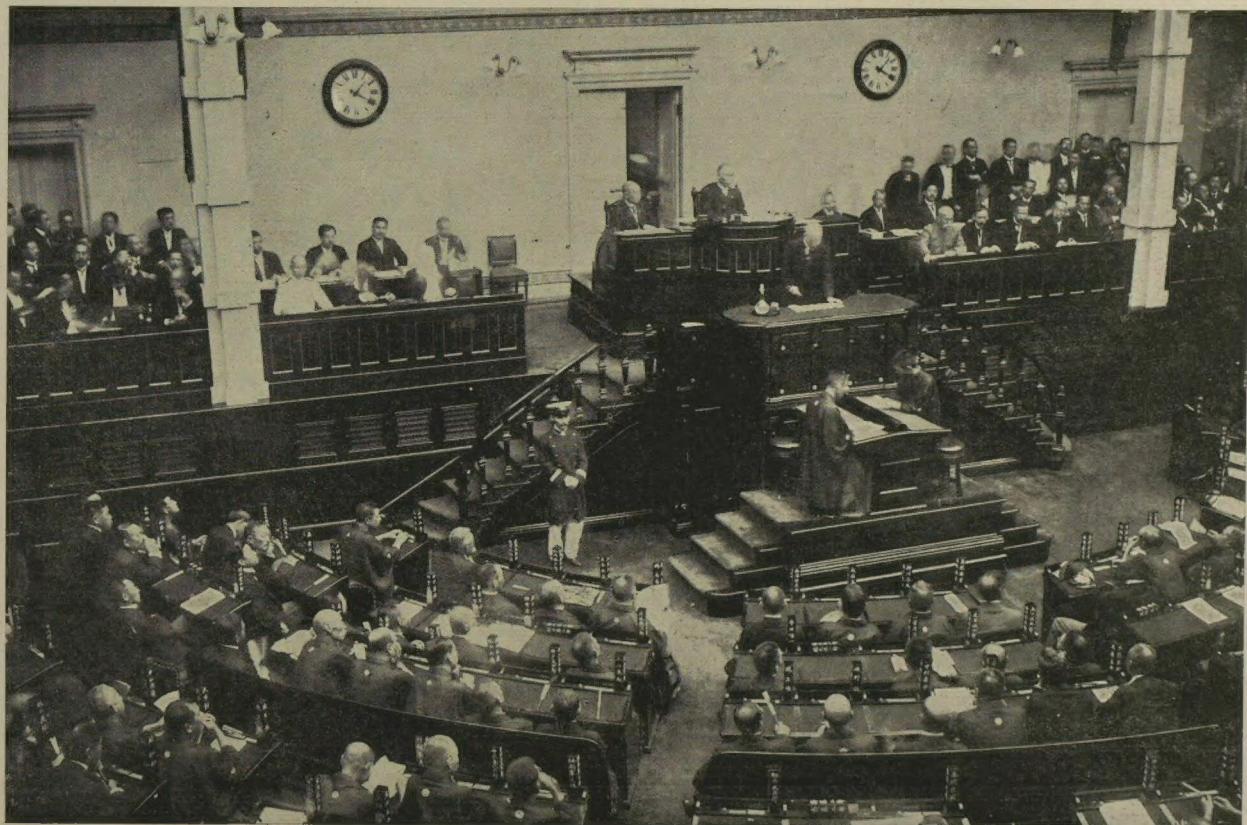
MAKER OF A MOMENTOUS SPEECH ON  
JAPANESE POLICY: VISCOUNT MOTONO.



THE JAPANESE AMBASSADOR IN LONDON:  
VISCOUNT CHINDA.



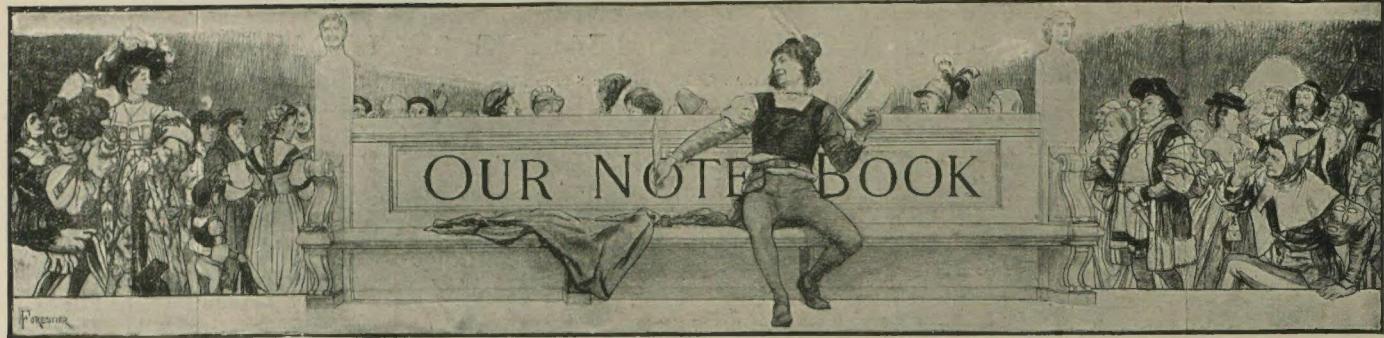
JAPAN'S AMBASSADOR WITHDRAWN FROM  
PETROGRAD: VISCOUNT UCHIDA.



THE JAPANESE PARLIAMENT IN SESSION: A DEBATE IN THE LOWER HOUSE—THE PRIME MINISTER SPEAKING.

Viscount Motono, the Japanese Foreign Minister, was reported to have said recently in Parliament at Tokio, regarding the Russo-German negotiations: "Should peace be actually concluded, it goes without saying that Japan will take steps of the most decided and most adequate character to meet the occasion. The withdrawal of Viscount Uchida from Petrograd is due to the unsettled and dangerous conditions prevailing there. Regarding the question of Russia's separate peace, the fullest understanding exists with Great Britain,

America, and the other Allies. The Consul-General at Moscow will represent Japan after Viscount Uchida's withdrawal from Petrograd." Viscount Chinda has been the Japanese Ambassador to Great Britain since 1916. He was previously Ambassador to the United States for five years, and before that to Germany. Japan has made it clear that in any action she may take as a result of the Russo-German situation she is not actuated by any desire for territorial aggression.



By G. K. CHESTERTON.

IT seems nowadays to be counted a prodigy that the truisms can come true. The discovery that a new notion is nonsense is itself treated as a new notion. There is a tradition, let us say, that jumping off a high precipice is prejudicial to the health; and therefore nobody does it. Then appears a progressive prophet and reformer, who points out that we really know nothing about it, because nobody does it. He

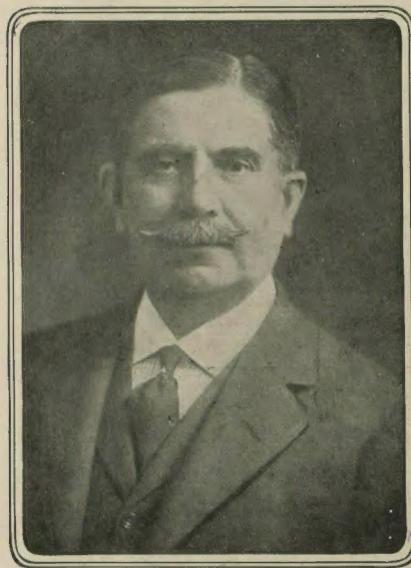
covering, by a dramatic and decisive experiment, that fire burns, that bees sting, that bulls have horns, that sharks have teeth, that thieves thieve, and that murderers murder—and of setting any reasonable doubts on these matters at rest for ever. Pacifists have ruined a great State, lost a great Ally, thrown half Europe into chaos, and imperilled the deliverance of all mankind from death and slavery, in order to make quite sure that a vulgar and notorious bully will kick a man when he is down; but we have made quite sure of it. Henceforth, I take it, Pacifism does not exist as a practical policy. Henceforth there are no Pacifists; there are only Pro-Germans. Every sort of Socialist or humanitarian must see, now, that there is no longer any question of softening in the hope that Germany may soften: we can only soften in order that she may harden. We know now exactly what would have happened if our Liberal or Labour world had really refused all patriotic effort, in the hope that the corresponding groups in Germany would do the same. We should have renounced imperialistic aims, and the imperialistic aims of the enemy would have advanced further, and his arms along with his aims. We should have made concessions, and they would have advanced; we should have made peace, and they would still have advanced; we should have given up every rag of national dignity or decency, and they would have continued to advance. The policy of "no annexations" has ended in annexations so enormous

that we cannot possibly suggest an English parallel to them. There is not room in all England for the land-grabbing which the Prussians and the Pacifists between them have set going in Russia. If we want to picture the real parallel, we must transfer it to America. America, like Russia, is a vast territory with millions of miscellaneous inhabitants and measureless natural resources, though the Americans need no German organisation to develop those resources. Now it is a matter of life and death to realise that, if Germany gets a grip on those Russian resources, German organisation will

develop them precisely as Americans have developed American resources. In other words, it will be, in the long run, as if Prussia had begun the conquest of the United States. Suppose that some American Socialist or Pacifist sat in the sea of Mr. Wilson and professed Mr. Wilson's humanitarian aims without Mr. Wilson's military methods. Suppose he had merely appealed to American Labour to appeal to German Labour. Suppose he had refused to pit Americans against Germans, and merely pitted proletarians against capitalists. Suppose he had made the widest appeal, set up the purest ideal, announced the end of empires and the fraternity of peoples. So far as mortal common-sense can make out a perfectly plain parallel, it would have ended in one grand uninterrupted march of the German armies westward from New York to Cleveland, from Cleveland to Chicago. It would have meant at the least that the whole of Pennsylvania or the whole of Virginia would be annexed by Germany. It would mean that some entirely new nation, paid and armed by Prussia, would be thrust into the country as far as Nebraska; and that all the States would be commercially subject to Prussia, from Maine to California, and from North Dakota to Texas. This, thank God, sounds perfectly impossible and absurd. But it only sounds so because we naturally know a little more about the western world of America than about the eastern world of Europe.

It is only because we have more sense of the dignity of Washington than of the dignity of Warsaw, and hear more of the heroes of Virginia than we hear of the heroes of Poland. Precisely that thing, upon precisely that scale, is what the Prussian is doing, is what the Prussian has already done, and what only the defeat of Prussia can undo. And the last irony, at once noble and lamentable, would be this—that then the Pacifist President of the

United States probably would be ready to fight and fall for the United States. That is, he would only be likely to fight when the nation was certain to fall. He probably would defend his country when he could no longer defend his policy. It is perfectly plain from the Bolshevik parallel that the Bolshevik philosophy does not prevent a man from fighting: it only prevents him from winning. It is quite permissible to come to blows, so long as we always come too late; it is justifiable to kill, if the killing is already useless; and intolerable injustice may be allowed to madden a man into revolt, so long as he is careful to revolt in such a way that the injustice shall remain invincible. We may, perhaps, question both the logic and the utility of such a thesis. It may be a magnificent thing to die in the last ditch; but it scarcely seems necessary to begin with the last ditch. And, for anything for which a man would die in the last ditch, he might lawfully (one would think) consent to live in the first trench, and even to fight and conquer in the first trench. Almost any one of them would admit that, in the last resort, he would justify some resistance against some wrong. Only, precisely because they do it in the last resort, they do it when the resistance is really idle and the wrong is really incurable. I, for one, will not refuse a salute to valour, even when it is thus made sterile by despair. But I most certainly will not refuse it to a more fruitful



KNIGHTED FOR WAR-SERVICES IN CONNECTION WITH SHIPPING: SIR W. H. RAEURN, THE RETIRING PRESIDENT OF THE CHAMBER OF SHIPPING.

Sir W. H. Raeburn has filled the office of President of the Chamber of Shipping of the United Kingdom for the past two years. He is head of the firm of Messrs. Raeburn and Vörel (Ltd.), of Glasgow, cargo steamship owners. "Mr. Raeburn," says the "Times," "has been prominently associated with the questions involved in the requisitioning of cargo vessels by the Government, and in other ways he has been brought into close contact with the Ministry of Shipping."—[Photograph by Lafayette.]

urges, truly, that you and I have but rarely tested the matter by ourselves falling off high cliffs and carefully noting the results. He insists that there is seldom a long queue, or continuous procession of persons, filing past Dover up to Shakespeare's Cliff with this scientific object; and that there is, therefore, no sufficient number of cases of the needs of induction. At last some highly scientific character does jump off Shakespeare's Cliff, and is found dead on Dover sands. And the other scientists, standing round his corpse in a ring, do not regard it as the remains of a fool or a hero or an example of the ancient human tragedy. They regard it as if it were some entirely new and interesting sea-beast thrown up by the sea. They have made a discovery. They hardly realise that it is merely the discovery that all their fathers and grandfathers and great-grandfathers were right. But they are bound to admit it is the discovery that they themselves were wrong. And that is a very astonishing discovery indeed.

I hope we shall hear no more of the proposal that Shakespeare's countryman shall jump off Shakespeare's Cliff as an example to others, now that Tolstoy's countryman has really set the example and we can all judge exactly what it exemplifies. The Tolstoyan has cast himself down from the pinnacle of the Tolstoyan temple, defying that deep warning against the pride that would test God by a trick, and he has been picked up dead. It was always common-sense, on the face of it, that a nation which disarmed itself would become the spoil of some aggressor. It is now a concrete fact, staring us in the face, that a nation has disarmed itself and has become the spoil of an aggressor. We have had the privilege of dis-



AN ALLY: THE EMPEROR OF JAPAN.

The Emperor Yoshihito of Japan was born in 1879, and succeeded his father, the widely revered Emperor Mutsuhito, in July 1912. He was married to Princess Sadako in 1900, and has four children, all sons. He was at the beginning of the year specially appointed by the King as a Field-Marshal in the British Army. It will be recalled how the Mikado, the name by which the Emperor of Japan is best known in Europe, sent Sir Douglas Haig, in January, a special message of congratulation on the "great work" of our "magnificent Armies, whose spirit and achievements in the field are beyond all praise."—[Photograph by C.N.]

fight, merely because it is more fruitful, or deny to soldiers what I grant to suicides. I will give my serious support to those who fight with some prospect of a just peace, rather than to those who have nothing left but a just war. I will not make a model of the last stand before Petrograd by men who have ceased being pacifists by becoming pessimists, preferring the example of those who have suffered from the beginning not only for the faith, but for the hope of the world.

## AT PEACE WITH GERMANY; AT WAR WITH BOLSHEVIKS! UKRAINIANS.

A GERMAN communiqué of February 27 stated : "Army Group of Von Linsingen.—Near Kolenkowitz the enemy forces threw themselves against detachments which were pressing forward into Ukraine along the Pripyet. The enemy was thrown back, and the town and railway station were taken by storm. Within a few days the troops of the Linsingen Army Group have covered more than 300 kilometres, on foot, by rail, and in motor-cars. The Ukrainian Government has restored quiet and order in the regions which have been cleared of the enemy." On March 2 the Germans announced : "Kieff, the capital of the Ukraine, has been liberated by Ukrainian and Saxon troops."



WHERE THE UKRAINIAN GOVERNMENT HAS BEEN SITTING :  
THE NEW REPUBLIC'S HEADQUARTERS.

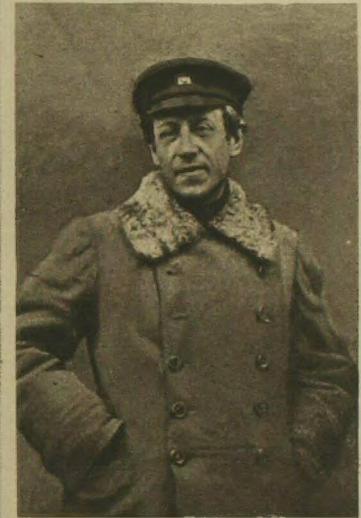
AUSTRIAN as well as German forces have entered the Ukraine. On March 1 a German official report said : "Austro-Hungarian troops, appealed to by the Ukrainian Government and population for protection against bands of the enemy, marched into the Ukraine on wide sectors north of the Pruth." On the same date the Austrian Premier said in the Reichsrath, regarding this movement : "The Bolsheviks are not only impeding the restoration of internal order, but are also arousing fears for the abundant stores of food. While, thanks to the German advance, the railway traversing the northern region of the Ukraine is safe for transport, the southern main connection with Odessa is exposed to vicissitudes."



INCLUDING A RED HAT: THE UNIFORM WORN BY TROOPS OF THE UKRAINE REPUBLIC.



A LEADER OF THE UKRAINIAN ARMY: GENERAL SURSULAR, A. TARTAR (WITH HEAD SHAVED).



SAD TO HAVE COMMANDED UKRAINIANS IN THE KIEFF FIGHTING : GEN. PETLJURA, WAR MINISTER.



LEAVING KIEFF TO FIGHT THE FORCES OF THE BOLSHEVIKS :  
TROOPS OF THE UKRAINIAN ARMY.



PRESIDENT OF THE RADA, AND CALLED "FATHER OF THE UKRAINE" :  
PROFESSOR GRUSHEFSKI, WITH HIS MINISTERS.

Recent accounts of events in the Ukraine (South Russia), since the independent Republic was formed there and a peace concluded (on February 9) with the Central Powers, have been very conflicting and obscure. The Ukrainians have been fighting the Bolsheviks, at Kieff and elsewhere, and German troops have also attacked the Bolshevik forces in the Ukraine. Desperate street fighting was reported to have occurred at Kieff. The Bolsheviks claimed to have captured that city on February 10, while another report said that the Ukrainians afterwards retook it. The Ukrainian delegates at Brest-Litovsk, in

an appeal to Germany for help against the Bolsheviks, said : "The joyful news of February 9 (i.e., the peace treaty with the Central Powers) has brought no peace to our land. The Russian Maximalists (Bolsheviks) . . . have now undertaken, as they call it, a holy war against the Socialists of the Ukraine." On March 1 the Bolsheviks were reported to have sent a message to Berlin stating that Bolshevik delegates from Ukraine were going to Brest-Litovsk to sign a treaty. On March 2 Germany announced the capture of Kieff by Ukrainian and Saxon troops.

## HEAT WITHOUT TELL-TALE SMOKE: CHARCOAL FIRES FOR THE TRENCHES.

OFFICIAL PHOTOGRAPHS.



ENSURING WARM TRENCHES IN THE BRITISH LINES: CHARCOAL-KILNS BURNING IN A FRENCH FOREST.



CHARCOAL-BURNERS AT WORK: INDIANS OF A BRITISH LABOUR CORPS REMOVING CHARCOAL FROM A KILN, FOR DESPATCH TO THE TRENCHES.

A charcoal fire in the open air gives off no smoke, or next to none, and the thin vapour of the fumes, often so deleterious in insufficiently ventilated rooms, dissipates rapidly in the open, and harmlessly. For the trench fires necessary to the comfort of the men in the trenches, often with only a few yards of No Man's Land between them and the

enemy, charcoal fuel is, for the above reason, peculiarly adaptable. It is universally in request in consequence, and large gangs of Chinese, Indian coolies, and other Asiatics enrolled in the Labour Corps in France, are always at work charcoal-burning for the armies in woodland districts all over the country. Some of our Indians are seen here.

## TREE-CLIMBING CAMOUFLAGE: A U.S. OBSERVER'S "CLOAK OF INVISIBILITY."

PHOTOGRAPH BY C.N.



"CAMOUFLAGE IS A RETAIL AS WELL AS A WHOLESALE NECESSITY": AN INGENIOUS AMERICAN OBSERVER'S EXAMPLE OF THE ART ON THE WESTERN FRONT.

The United States Army, with true American inventiveness and ingenuity, has lost no time in becoming adept in the important military art of camouflage. The above example is a dress designed for men on observation duty in trees, the slanting stripes, shaped like boughs, rendering them inconspicuous among the actual branches. American troops have already had their first artillery and infantry actions on their sector of the French front. Describing a recent visit to it, Mr. G. H. Ferris writes: "I have spent a full

day among them, in their front trenches, observatories, posts of command, and staff quarters. There they are—the hefty, cheerful boys . . . entering freshly into the life of armies that is our familiar hell, and, between times, resting beside wood fires in sunny dells camouflaged with screens of naked, shattered tree-trunks. . . . It has been drummed into them that camouflage is a retail as well as a wholesale necessity, the soldier's duty being to keep himself invisible from the enemy till the last moment of the supreme trial."

## THE WORLD OF FLIGHT.

## WHAT IS A BATTLE-PLANE?

FOR the past two or three months one has noticed a remarkable increase in the use of the strange word "battle-plane" by those who write about aircraft without particularly intimate knowledge. It would be interesting if one could discover precisely what users of the word intend that it should convey.

Let it be admitted freely that the word "plane" is used incorrectly by all of us who are concerned with aviation. Geometrically speaking, a plane is a flat

speed and ability to manoeuvre quickly. Speed is needed to catch the enemy; and quickness in handling is needed to attack him when caught, to make sure of being able to attack from the best possible position, and to enable the attacker to dodge about and avoid being hit in return.

The big aeroplane is, up to the present, invariably slower than the small one, and it must obviously be slower in manoeuvring. Therefore it offers an easier target to the fighting machine than would a small machine which could move quickly in any direction.

In attacking a big aeroplane the pilot of a small fighter throws his machine into the most extraordinary attitudes. He may dive straight at the enemy from above, and then, just when the machine-gunner defending the big one thinks he has got his sights on him, he may spin his machine round, slip suddenly sideways, and probably, before the gunner can shift his aim, he may find the little machine underneath, firing up into the petrol-tank or the engines.

The Germans, who were the first to produce big aeroplanes in quantities—although they actually produced the first satisfactory examples type—soon discovered that the big aeroplane is not a satisfactory fighting machine.

Their first squadron of twin-engined Gothas was sent to Roumania, and was used for bombing Bucharest—hence its nick-name, "the Bucharest Squadron." The capital of Roumania was undefended, and so the squadron did considerable execution. Soon afterwards, the same squadron tried to bomb Salonika. In reaching that city it had to fly over the Allies' fighting line in Serbia, and at its first attempt it lost two machines, both brought down by one gallant young officer of the R.F.C.—one on the outward journey and one on the way home.

Then the squadron was shifted to Belgium, and turned on to raid London. At that time there were no London defences, and no fighting aeroplanes in England—at any rate, there were no fighting squadrons organised for defence purposes. The Germans went straight out to sea from the Belgian coast, and had not to cross any fighting line—with its accompaniment of aerodromes at close intervals behind it. Their job was therefore quite easy at first.

But, as soon as the very first squadron of small fighting machines was organised for the defence of London, the big German aeroplanes were defeated, and they have never attempted a daylight

raid since. Even at night their business is unpleasant. Being slow to manoeuvre, they cannot easily escape from the rays of a searchlight if once caught in it, and when so sighted they are easier for a gunner to hit than are small fast machines. Also, when the searchlight finds them and holds them, they are an easy illuminated mark for the small fighters, and they themselves fight at a disadvantage.

The big, multiple-engined aeroplane is undoubtedly the right weapon for big bombing raids at night, for no other craft can carry bombs of sufficient size and in sufficient numbers to do serious damage to places of military importance, such as munition-factories, barracks, and so forth; but they have to be used skilfully and with a properly thought-out tactical plan if they are to be successful in this direction. Obviously, one cannot discuss here the tactics of bomb-raiding with big aeroplanes. One may, however, say that such tactics are by no means so simple as one might imagine.

Attempts have been made by the Germans to make these big aeroplanes safe against attack by small machines by mounting many guns on them for their defence. This has never deterred the Allied aviators from attacking them on sight. And, if there are more attackers than there are defensive guns on the big machine, it is obvious that the attackers must have the advantage.

There is a tendency in some quarters to regard the relationship between the big aeroplane and the small one as similar to that between the battle-ship and the destroyer. This analogy is entirely false. The battle-ship depends for safety on her heavy armour and her superior guns. The big aeroplane has no such advantage. If one imagines a battle-ship with plating only as thick as that of a destroyer, and carrying guns of the same calibre, then one has an exact analogy. But none would think of building a ship for fighting purposes under such conditions. Heavy armour and heavy guns (beyond a certain limited calibre) are impossible on a big aeroplane; and, if big guns were possible, they would have little chance of hitting a small high-speed aeroplane.



FALLEN IN THE BRITISH LINES IN FRANCE: A GOTHA WHICH LANDED UPSIDE DOWN.—[British Official Photograph.]

surface, whereas the wing of an aeroplane—which is known to aeronautical scientists as an "aerofoil"—is very distinctly curved. Therefore the word aeroplane is wrong in itself; and the word "plane," when used to indicate any one member of a flying machine, is equally wrong, whether one calls the right wing the "right plane," or the tail member the "tail plane," as we all do. However, in that sense the word "plane" has come into common use. In the Flying Services themselves the word is sometimes used jestingly—as, for example, in the case of the "F.E." type biplane, of Government design, which is commonly known by its users as the "Feeplane." Also, one regrets to say, young and inexperienced officers fall for a time into the habit of calling the whole aeroplane a "plane"—a habit which is also common among journalists. This habit became so prevalent that a certain R.F.C. General, famous for the correctitude of his behaviour under all and sundry circumstances, actually issued a Brigade Order deprecating the custom of calling aeroplanes "planes" or "busses," and recommending that they be called either "aeroplanes," correctly, or, as an alternative, "machines."

It is interesting to find that, in the midst of war's alarms, an officer of high rank should make time amid his multifarious duties to set the tongues of his young officers in the right path. Of course, his action was wholly commendable, for sloppiness in speech betokens definitely a state of mind, and leads to personal sloppiness, sloppy discipline in the squadron, and so to general lack of moral.

However, as to the "battle-plane." One gathers in a somewhat vague way, from such phrases as "one of our great battle-planes," and so forth, that there is in some minds a sort of analogy between a battle-ship and a battle-plane. Now, as a matter of fact, there is no parallel at all between the two. A battle-ship is definitely a big fighting ship. The battle-ship squadron is composed of the biggest ships of the fleet—bigger even than the battle-cruisers, more heavily armed, more heavily armoured, and distinctly slower. It fights its way into the enemy's force by sheer weight and strength.

Among aeroplanes, however, the facts are almost precisely opposite. The machines which do nearly all the fighting are the smallest, lightest, and fastest in the Service. In air fighting, results depend chiefly on

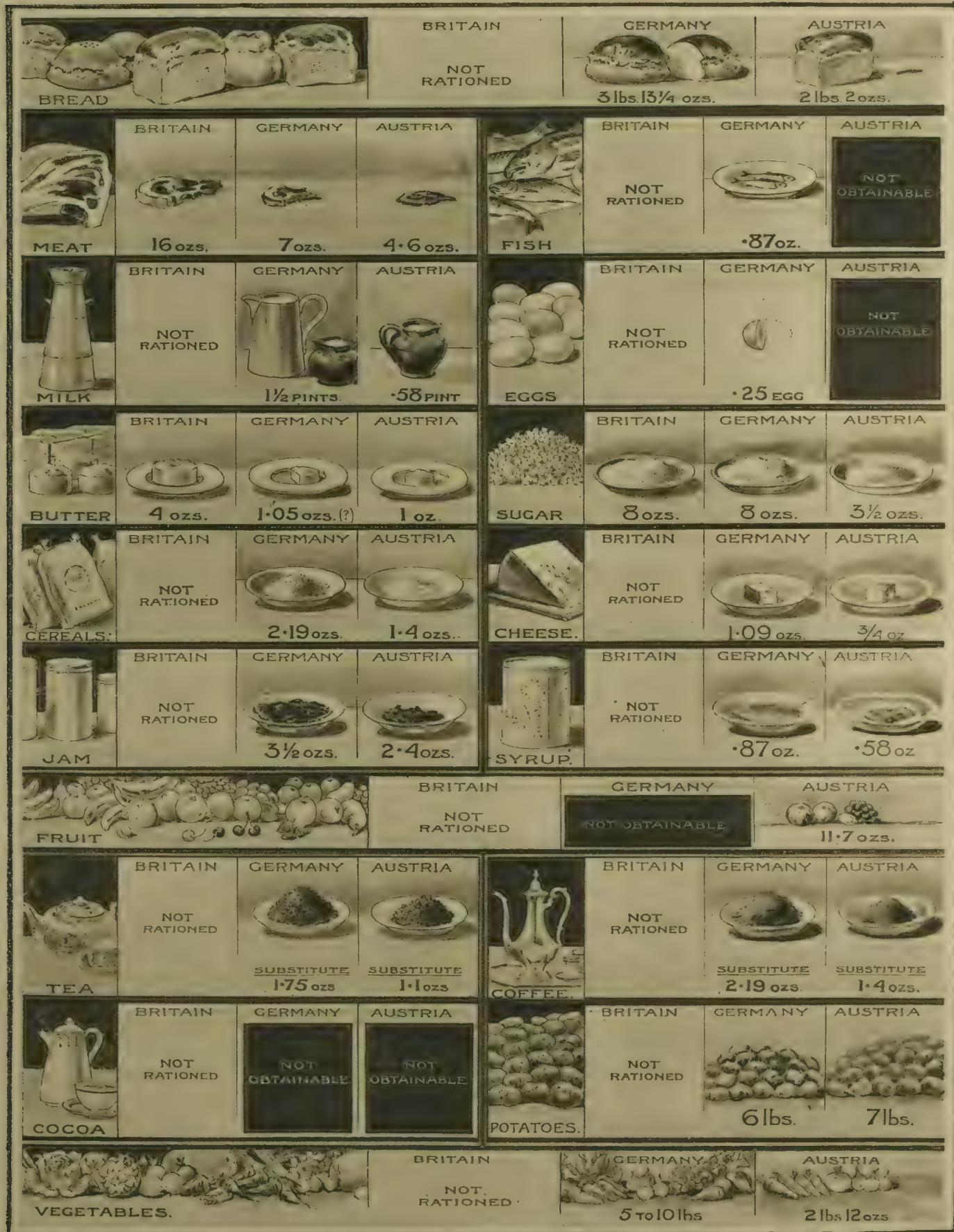


FALLEN IN THE BRITISH LINES IN FRANCE: ONE OF THE ENGINES (SIDE-VIEW) OF A GOTHA WHICH LANDED UPSIDE DOWN IN OUR LINES IN FRANCE.—[British Official Photograph.]

Therefore one may conclude definitely that, if there be such a thing as a "battle-plane" at all—which one may deny, seeing that the word has no aeronautical meaning—it is certainly not the "Dreadnought of the Air" visualised by writers of romance in our news-sheets. The fighting aeroplane is, however, a very distinct entity, and is now assuming a very definite shape in the scheme of things aeronautic.

## A CONTRAST INDEED! BRITISH AND ENEMY CIVILIAN FOOD-SUPPLIES.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



THE FOOD SITUATION IN THIS COUNTRY COMPARED WITH THAT IN GERMANY AND AUSTRIA: RELATIVE RATIONS AND SUPPLIES (OR ABSENCE THEREOF) SHOWN IN DIAGRAM.

Those inclined to grumble at the minor inconveniences—in no sense, privations—caused by our rationing system would do well to read, mark, learn, and inwardly "digest" these diagrams, which indicate the far greater shortage of food to which the Germans and Austrians have been subjected. In all cases except sugar, where the British and German rations are the same, the quantities of the various foods available to our enemies are

much less than our own. Some articles of food are not obtainable at all in Germany or Austria. As regards the German butter ration of 1.05 oz., it is doubtful whether this includes margarine. The British ration of 4 oz. includes both. The tea and coffee available in the enemy countries is of the "substitute" variety. The plates in the diagrams have been drawn to a scale of 6 inches diameter.—[Drawing Copyrighted in the United States and Canada.]

## LENGTHENING THE BRITISH LINES ON THE WESTERN FRONT:

OFFIC.



AT PART OF OUR NEW LINE NEAR ST. QUENTIN: SOME OF THE NEATLY FINISHED FRENCH DUG-OUTS NOW HOUSING BRITISH OFFICERS.



IN REAR OF THE FORMER FRENCH FRONT NOW COLUMN (LEFT) WITHDRAWING, AND A



HELD BY THE BRITISH: A FRENCH TRANSPORT BRITISH TRANSPORT COLUMN MOVING UP.



ON OCCUPYING ONE OF THE FRONT-LINE TRENCHES EVACUATED BY THE FRENCH A SHORT TIME BEFORE: SETTING DETAILS STRAIGHT AND CLEARING UP SOME FALLEN-IN SOIL.



AFTER THE ARRIVAL OF THE BRITISH TROOPS IN THE SECTOR TAKEN OVER FROM THE FRENCH NEAR ST. QUENTIN: AN IRISH BATTALION "PADRE" HAVING A TALK WITH SOME MEN ONE EVENING.



IN REAR OF THE FORMER FRENCH FRONT NOW WITH ITS DRUMS AND PIPES PLAYING, PASSING



HELD BY THE BRITISH: ONE OF OUR BATTALIONS, THROUGH A FRENCH RESERVES CANTONMENT.



AT NIGHT AFTER OUR TAKING POSSESSION: COMPANY ORDERLIES WITH RATIONS FROM A LIMBER DRIVEN AS NEAR THE FRONT AS SAFETY PERMITTED.

In the last week of February it was unofficially made public, by letters from the War Correspondents' Headquarters at the Western Front, that an important sector of the Allied line, hitherto held by the French, had been taken over by the British—irreducible testimony to our ever-growing numerical strength in that quarter. Said the correspondent of the "Morning Post": "The British front was recently extended for some miles south of St. Quentin—an interesting strip of line which our Southern Army took over from the French. It includes the German salient of St. Quentin, and the valley of the Oise between St. Quentin and La Fère. The addition thus made is very considerable, and the effect is to release a large

French force for other purposes. We took over the new line some weeks ago, and the transfer was made so quietly that the Germans opposite did not know till long afterwards that the French had gone." Adds the "Times" special correspondent: "The process of 'taking over' from the French was accomplished without a hitch, and, as always, the arrangements made by the French were admirable, and everything was done by our Allies to facilitate our settling down in our new quarters." The new, more compact ground over which there had been for some time comparatively little fighting, and the "clean" nature of the ground was much appreciated.

## ESSEX MEN RESOLVE TO FIGHT TO THE DEATH: ONE OF THE MOST HEROIC EPISODES OF THE WAR.

DRAWN BY R. CAYTON WOODVILLE.



"THIS MOST GALLANT COMPANY HELD A COUNCIL OF WAR... IT WAS DETERMINED TO HAVE NO SURRENDER": THE LAST STAND OF THE ESSEX MEN AT MCEUVRES.

Glorious deeds of heroism were performed by British troops in defeating the great German counter-attacks near Cambrai. In an authoritative account of the fighting, recently published, we read: "Later in the evening another attack in force was made south-east of Mœuvres, and the enemy once more effected an entry, isolating a company of the 13th Essex Regiment, and Division, which was holding a trench along the west side of the Canal du Nord. Repeated efforts made by the enemy to gain further ground failed through the determined efforts of the 13th Essex and the 2nd South Staffordshire Regiments. Their successful defence was undoubtedly greatly assisted by the heroic resistance of the isolated company of the 13th Essex. It would appear that at 4 p.m. this most gallant company, realising the improbability of being extricated, held a council of war at

which the two surviving company officers, Lieut. J. D. Robinson and Sec. Lieut. E. L. Corp, Co-Sergt-Major A. H. Edwards, and Platoon-Sergt. C. Phillips, F. C. Parsons, W. Fairhurst, R. Lodge, and L. S. Legg, were present. It was unanimously determined to fight to the last, and have no surrender. Two runners were sent back to notify Battalion Headquarters of this decision. Throughout the night of November 30 many efforts were made to effect the relief of these brave men, but all attempts failed against the overwhelming strength of the enemy. The last is known of this gallant company is that it was heard fighting it out... It is impossible to estimate the value of this magnificent fight to the death." This heroic company belonged to the West Ham Battalion.—(Drawing Copyrighted in the United States and Canada.)

## H.M.L.S. "EGBERT'S" PIGEON-POST: TANK WAR BONDS BY "HOMER."

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



THE MILITARY PIGEON-POST SERVICE CONNECTED WITH THE GREAT TANK BANK CAMPAIGN IN TRAFALGAR SQUARE:  
FIXING THE APPLICATION FOR BONDS TO THE BIRD AT A LONDONER'S FRONT DOOR.

An interesting feature of the great Tank Bank campaign in London, for raising £100,000,000 in War Bonds and Certificates, was the military pigeon-post attached to the battle-scarred Tank "Egbert" in Trafalgar Square. A pigeon-cote was stationed beside it, and it was arranged that pigeons should be brought to the houses of residents in the Greater London area wishing to invest amounts beyond a certain minimum. There the application would be placed in a metal holder and fastened to the leg of the pigeon,

which would fly back with it. An officer is seen with the cheque; while a soldier fixes the form on the bird. Queen Alexandra arranged to send by pigeon a sum collected by the Queen Alexandra League to be invested for the Treloar Cripples' Hospital. The commander of the Home Forces Pigeon Service, Major Osman, offered £100 in prizes for a pigeon race, provided 100 subscribers of £200 each would enter. Sir E. M. Mountain agreed to act as starter and Sir Thomas Dewar as judge.—[Copyrighted in the United States and Canada.]

## VISITING VERSAILLES: THE CHIEF OF THE IMPERIAL GENERAL STAFF.

PHOTOGRAPH BY CLAIR-GUYOT.

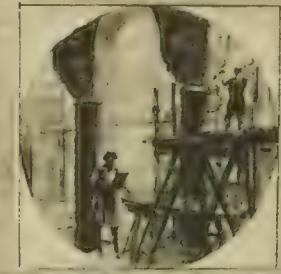


AS WELL KNOWN TO THE ALLIES AS TO THE W.O.—AND AN EXPERT ON THE TOPOGRAPHY OF THE WESTERN FRONT:  
GENERAL SIR HENRY HUGHES WILSON.

Mr. Lloyd George, in his speech in Parliament on February 19, stated, in the following words, the terms of the arrangement come to at the Versailles Council in connection with the duties Sir Henry Wilson performs: "The Chief of the Imperial General Staff is to hold office under the same conditions, and with the same powers, as every Chief of the Imperial General Staff up to the appointment of General Robertson, remaining the supreme military adviser of the British Government. He is to accompany Ministers to the meetings

of the Supreme War Council as their adviser, and is to have the right of visiting France for the purpose of consulting with any or all of the military representatives of the Supreme War Council." Sir Henry, who is a great expert on the topography of the Western Front, and a strategist of exceptional skill, is *persona gratissima* with the French, and at least as well known to the Allies as he is here. His unique and detailed knowledge of the Western Front he gained by cycling tours before the war—his way of spending his holidays.

## SCIENCE &amp; NATURAL HISTORY



THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR JUSTINIAN: AN ARCHITECT AT WORK.



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRALLES &amp; ISIDORE OF MILETUS.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

## RABBITS AND WHALES AND OUR FOOD SUPPLY.

WHILE it has become, unfortunately, the custom to brand the wild rabbit as "vermin," we are now beginning to realise that, after all, it may prove an ally of no mean importance. Though late in the day, this realisation is not too late, if we act promptly, to help us out of a very ugly situation. Already, in this column, the possibilities of wild-rabbit culture have been pointed out; but having regard to the anxious time before us, I trust I shall be pardoned for returning to the theme, for the matter brooks no delay.

Our inability to realise the value of this animal is the more strange because a far-seeing German, in the pre-war days, saw clearly where we are only just beginning to awake to the truth. He expressed a doubt whether we could ever be starved out, partly on the grounds that we could, at short notice, replenish our meat supply by breeding millions of wild rabbits. And yet we, who own these rabbits, in the very middle of the war make frantic appeals to the Government to exterminate them as "vermin." Verily we are a short-sighted and unimaginative race.

Apart from our "warrens," use might be made, as I have already suggested, of the numerous small islands around our coasts as breeding-grounds; and, furthermore, much may be done by enclosing special areas of ground of no great value for agricultural purposes. This much is realised by the Guildford Town Council, who are reported to have a scheme in hand the cost of which is estimated at £60. From a stock of forty rabbits they expect to realise, at the end of the season, about four thousand rabbits. There are hundreds of golf-courses throughout the country serving no useful purpose now which could be worked by the club for its own profit and the salvation of the State. All that is necessary for success in this is the expenditure of a little energy and thought. Any damage to the course can easily be repaired when our time of crisis is past; the absence of the rabbits may cost us our liberty.

But we need not be wholly dependent on the wild rabbit. Immense numbers of tame rabbits could be raised this year, if only the task be seriously tackled. Elderly, well-to-do people with large gardens, anxious to do some war work, could render incalculable service in this matter. And it is to be hoped that allotment-holders will also, for their own sakes, enter the

lists. I know, from my own experience, that the care of a few hutches adds but little to one's labours in the garden. My small potatoes, I find, boiled and mixed with a little meal, make sustaining winter food; and my small artichokes and other root-crops go the same way.

be seriously entertained, for many and obvious reasons. Penguins' eggs, if we need them, can be more easily obtained from the Cape, where, on Dassen Island, the Rock-hopper penguin (*Spheniscus demersus*) breeds in thousands, the eggs being gathered and sold in Cape Town. I doubt much whether whale-meat kept for weeks in cold storage would be palatable, though it might be successfully canned. But we have no ships to spare for risky voyages to the seas of the far South.

Eaten fresh, whale-meat is excellent. I have recently had an opportunity of satisfying myself on this point. The head and shoulders of a big White-beaked Dolphin, stranded on the Suffolk coast, came to the British Museum of Natural History—where come all good whales stranded on our shores. It was so beautifully fresh that I determined to test its edibility. And I had no difficulty in persuading a number of my colleagues to join in the experiment. Steaks fried with an onion, or stewed, were delicious. It is a long while since any of us had had so satisfying a meal of meat. One thing in its disfavour is its dark colour, which, from its contrast with beef and mutton, begets prejudice. Some, to whom I offered steaks for experiment, flatly refused to consider the offer for this very reason. But all who made the venture returned for more.

It is much more to be hoped that all whales and porpoises stranded on our shores will be eaten locally, at any rate during our present shortage of meat. Unfortunately, the numbers which are thus available during the year are not large; but in the aggregate several tons might thus be put to good use without risk of conflict with the Food Controller. At the present moment I am making experiments with the oil derived from the blubber, with a view to discovering whether it can be used for cooking purposes.

When extracted by boiling, it is of a beautiful dark amber colour, but has a slight and rather unpleasant smell. If this can be destroyed, it would prove very valuable just now. The meat itself is entirely without fat, and extremely tender. One of my colleagues finds a suggestion of liver in the meat; but I doubt much whether anyone would be able to distinguish it from beefsteak if served as such in a restaurant; and this was the general opinion of those who, in the interests of science—and the desire to increase our food rations—made this experiment.

W. P. PYCRAFT.



PARIS MONUMENTS PROTECTED AGAINST ENEMY AIRCRAFT BOMBS: RUDE'S "MARSEILLAISE" ON THE ARC DE TRIOMPHE DE L'ÉTOILE.

A little while ago it was proposed that we should import whale-meat and penguins' eggs from the Antarctic. But such a proposition cannot



ANTI-AIRCRAFT PROTECTION FOR THE ARCHITECTURE OF PARIS: THE SCULPTURED DOORS OF NOTRE-DAME SAND-BAGGED.

## PARIS SAND-BAGGED: ANTI-BOMB PROTECTION OF MONUMENTS.



"UNDER AN ASSYRIAN PYRAMID": VAN CLÈVE'S "RIVERS" AT THE TUILLERIES.



"SHUT IN A SOLID STABLE": MARLY'S "HORSES" IN THE PLACE DE LA CONCORDE.



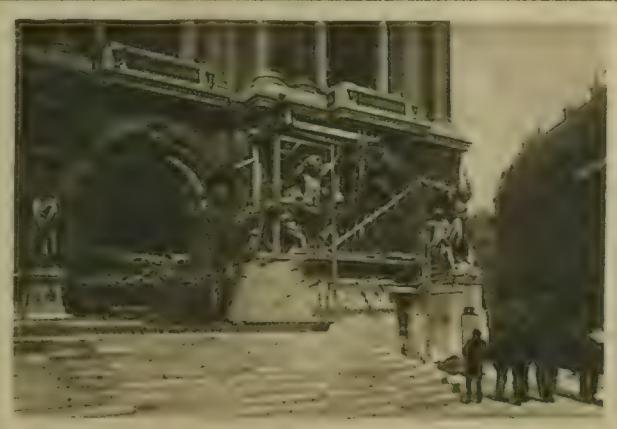
THE CARROUSEL ARCH: COVERING THE SPANDRELS.



AT THE BASE OF THE VENDÔME COLUMN: FIXING SAND-BAG PROTECTION OVER THE BAS-RELIEFS OF THE PEDESTAL.



IN THE LUXEMBOURG GARDENS: THE MEDICI FOUNTAIN UNDER ANTI-AIRCRAFT COVER.



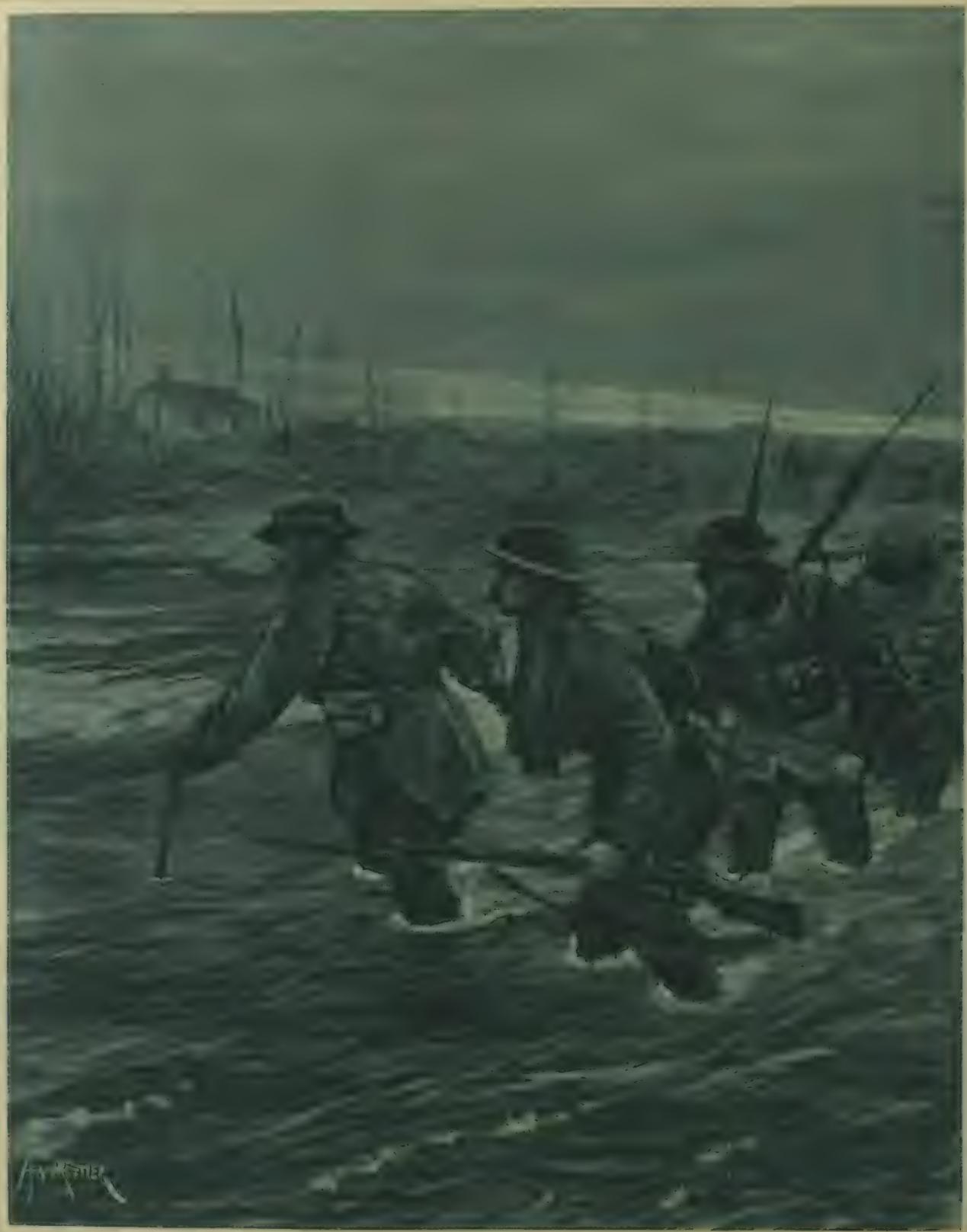
AT THE OPERA: SAFEGUARDING CARPEAUX'S STATUARY GROUP, "THE DANCE."

The authorities in Paris have taken the wise precaution to protect against possible further attacks by German aircraft the city's chief masterpieces of architecture and sculpture. As our Paris contemporary, "L'Illustration," puts it: "Protective walls are rising gradually around our most vulnerable works of art, consisting of girders inter-crossed and sand-bags forming a solid shield, so that now our gods, nymphs, saints, and heroes will listen calmly to the thunder of bombs and guns. The doors of Notre-Dame screen the fragile statues that have survived so many storms. Rude's 'Marseillaise' and the bas-reliefs of the

Vendôme column are no longer exposed to the enemy's aerial torpedoes. The spandrels of the Arc de Triomphe of Carrousel will continue, when peace comes, their instructive lessons in history. Marly's 'Horses,' jib and prance as they may, are strongly stabled in a double tower, and Van Clève's 'Rivers,' which spring in the Tuilleries, have been choked beneath an Assyrian pyramid. Carpeaux's 'Bacchantes' and 'Faun' are learning propriety in war time, . . . and in the Luxembourg the Medici Fountain has veiled the nymph's sweet face." Napoleon's tomb in the Invalides has similarly been protected.

## THE BRITISH IN ITALY: A NIGHT-EXPLOIT ON THE PIAVE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WADING IN ICE-COLD WATER: A BRITISH RAIDING-PARTY CROSSING THE PIAVE BY NIGHT.

Referring to a recent "mention" by General Diaz, the Italian Generalissimo, in an official communiqué, of the British night-raids across the Piave, Mr. G. Ward Price, war correspondent on the Italian front, describes some difficulties our men have to deal with in the river raids, one of which is shown while being carried out. "The dozen or so channels into which the Piave splits vary in depth and strength of current. A place is found

passable one night, but not on the next. New crossings are always being sought. Frequently six or seven streams will be crossed with comparative ease, while the next is found impassable. Fording a stream over boulders in the dark, through a current which hardly ever runs at less than eight miles an hour and with the enemy on the further bank, is a sound test of self-reliance."—(Copyrighted in the United States and Canada.)

# HOW THE COST OF PRODUCTION IS MET BY THE BOVRIL CO.

PRESIDING at the General Meeting of Bovril, Ltd., Mr. George Lawson Johnston (Chairman), in moving the adoption of the report, referred to the general food position and how the price of Bovril has been kept down. "Your own experience," he said, "will have brought you into touch with increases of price in most directions, and you will have seen that the Board of Trade Returns show a long list of rises of 100 per cent. or more in the cost of foodstuffs since the commencement of the War. I cannot call to mind many articles the prices of which have not been raised during the War, and I believe Bovril is the only national standard food that is sold at the same price in February, 1918, as it was in July, 1914. That the price of Bovril has not been moved up with the cost of beef, although a pound of Bovril is the concentrated product of so many pounds of beef, is an outstanding fact that requires explanation.

#### NEEDS LITTLE SHIPPING SPACE.

"In the first place, in the countries which supply the raw material for Bovril, beef has not risen in value as it has here. Again, the abnormal cost of ocean transport only to a minor extent affects a concentrated preparation like ours, making as it does such small demand upon shipping space.

"Apart from these general tendencies, you are aware that during the last dozen years we have endeavoured by the agency of subsidiary land and cattle companies to control and develop new sources for the supply of raw material. This policy has borne good fruit during the War. These precautions, taken in past years, have ensured us the plentiful supplies that are so essential at the moment, and our material has not increased in price to anything like the extent of the raw material of some other industries. Taking all this into consideration, and realising that Bovril enters so largely into the food of the nation, we felt that, with the increased sales and profits outside Bovril itself, we should be able to keep the Company's revenue at pre-war standard without adding to the hardships of the community. I am glad that our foresight has not only been to our benefit as shareholders, but to the benefit of every Bovril consumer. His Bovril has cost him no more, unless he has consumed more—which I am afraid he has.

#### "NO PROFITEERING."

"I know we lay ourselves open to the reproach of the shareholder who may say that this is not a philanthropic institution, but a commercial undertaking which should try to secure the biggest possible immediate profits. There is no ground I would sooner be attacked upon than that of not having raised the price of a standard article of dietary during this time of food hardship, especially meat-food hardships, and I believe the vast majority of the shareholders will heartily endorse and approve this attitude. The cost of this policy, the deferred shareholder may say, concerns him only. Well, it is as the Company's largest deferred shareholder that I express that view. That our whole attitude in this matter will redound to the credit of Bovril I have little doubt, for what better goodwill can we have in years to come than for the public to remember

and say—'Bovril had its opportunity, but did not profiteer'?"

#### BOVRIL CO. A "TRUE DEMOCRACY."

"I think we can consider this Company a miniature democratic institution. We are a co-operative body of over 11,000 shareholders, and we control provinces in the form of Estates in Australia and the Argentine of 9,500,000 acres, upon which there are over 250,000 head of cattle. We manage to produce our beef product at a cost which has enabled us to provide our millions of consumers with Bovril at prices unaltered during the War.

"I mentioned the area of the joint Bovril Australian and Argentine Estates just now at 9,500,000 acres. Have you any idea what that area means? It is larger than Belgium, and over 2½ times the size



THE AREA OF THE BOVRIL ARGENTINE ESTATES (SHOWN BY THE RECTANGLE) IS MORE THAN 2½ THAT OF ALSACE AND LORRAINE.

of Alsace and Lorraine; or, if you would like a comparison nearer home, it is twice the size of Wales, or nearly the size of Wales and Ulster put together.

"You will have noticed in the papers many estimates of the cost of rearing or fattening cattle in this country, usually proving that with beef at 60s. a cwt. live weight the business was unprofitable. Even in more normal times the farmer requires at least £30 to £40 for a fat beast.

#### CATTLE v. CEREALS.

"Now it may surprise you when I say the cost of rearing a 9 to 10 cwt. steer on the Bovril Australian Estates does not amount to 60s. altogether, and though the cost is considerably more in Eastern Australia and the Argentine, my point is that the rearer of stock in the northern part of this hemisphere, particularly in the thickly populated parts of Europe, has no chance, in competition with the stock raised in the open plains of the southern hemisphere—Australasia, South America, Africa. More especially will this be the case in normal times—say, after the war—when frozen beef will be sent thousands of miles to these shores at a transport cost so low that it can be covered by the utilisation of by-products at the

great freezing works of South America and Australia, by-products which cannot be so economically handled in the comparatively small butchering establishments of this country. In making a statement such as this I might add that I have no financial interest in freezing works; in fact, some of them are competitors for the cattle we want for Bovril.

"The cost of raising stock in Argentina and Australia is, roughly speaking, the interest on capital invested in the cattle and the land. The cattle are never under cover, and the number of men employed is so small that the payment to labour, spread over the head of cattle, has little effect on the final cost.

"As regards the United States, though they are good enough to export beef here at present, that country will later have to buy heavily in the southern hemisphere in order to feed her own growing population.

"I have taken up your time explaining the matter—little realised in Britain—in the hope that my remarks may reach the eyes of some farmers who do not realise that the paternal Ministry that is forcing them to plough up their grass land is not only doing so on account of the immediate war necessity, but because the getting of a larger portion of their farms under cereal production will be of the utmost permanent advantage to themselves and the State.

#### A SCIENTIST'S OPINION.

"Nearly two years ago I quoted at the Argentine Estates Meeting scientific authority for saying that land growing wheat was producing fifteen times as much food energy as could be produced on the same area by way of grass and cattle to eventual beef. I then said—

"The point which I wish to bring out is that if there is to be protection for the farm products of this country with a view to encouraging a larger production of home-grown food, I can only imagine that that protection would be worked out with a view to the growing of cereals, leaving the raising of cattle, apart from the dairy industry, to the countries that have ample areas for that purpose. Now the watershed of the rivers that flow into the River Plate is the largest and finest stretch of pasture land in the world. It includes not only a large part of the Argentine, but Southern Brazil, west of the coast mountains, and the Republics of Uruguay and Paraguay, whilst the cattle thereon must number over 60,000,000 head. These cattle are grown almost entirely for beef, and certainly not one cow in a dozen, probably not one in fifty, is ever domesticated for dairy purposes. This portion of South America is the great cattle reserve of the world, in the same way as Australasia is the great sheep reserve."

#### IMMENSE MEAT WORKS.

"During the last two years Meat Works have been erected further and further north into this vast continent of pasturage; starting from the mouth of the River Plate, the original nursery of freezing works, they have now spread right up into Brazil and Paraguay. The principal duty of all these works at the present moment is to supply the Armies of the Allies with beef; but after the War their equipment will enable them to supply the northern hemisphere with beef on a scale altogether unknown in the past."

## LADIES' PAGE.

THIS is the time of year when, in the happy days before the war, we all began to think about new spring fashions, as naturally as the buds begin to open and the birds to sing. Now, we are thinking chiefly of sterner, sadder things. Nevertheless, we must be clothed, and when we really need new things it is worth while to have them as pretty and suitable as possible. Many girls who had but few and cheap clothes while they depended on a ~~the~~ allowance from their fathers are now earning their own money at some form of war work, and it is quite natural that they should spend some of it on pretty and becoming dress. On the other hand, richer women feel that it is "bad form" to be extravagant or to adopt any *outre* styles. Both these facts are reflected in the spring displays of designs. There is a general simplicity, straight and loose cut, restraint in trimming, no great alteration from last year's best styles, and everything shown is comparatively inexpensive. The prices are, however, affected by the scarcity of some materials. Woollen goods are doubled in price by the manufacturers because the raw material is scarce, and even at raised prices goods are not abundant. This fact has been officially recognised in France: the Government has actually requested the great Paris dress-designing houses to construct women's new dresses so as to use up as little material as possible. The spring models, therefore, have all moderately narrow skirts: but no "hobble" widths are seen—just a comfortable fulness. Rumour says that the width will presently become still less, and that the fashion of yesteryear of slitting up the sides of skirts will be revived. It is also certain that there will be a slightly increased length worn, for very short skirts require considerable fulness to move gracefully in, but still sensible shortness prevails. It is usually just well above the ankle that the skirt of the moment ends—not as it was erstwhile, near the middle of the calf.

Two materials in a dress is an economical fashion, as small pieces and remnants can be used up, and any portion that may wear or get damaged can be replaced. Taffetas and silk weaves generally are really more abundant than wool fabrics, and will build very satisfactory spring dresses with an admixture of Georgette, crêpe-de-Chine or Ninon. Silk is also used combined with firmer fabrics to make useful gowns, such combinations being shown as silver-grey taffetas with blue voile; or navy-blue silk serge with striped blue-and-white taffetas. The more fragile or lighter material, for instance, may simulate a blouse in sleeves and side pieces under a pinafore of the darker or firmer stuff; or, again, a skirt fitted on a lining with a very wide waist-band, not much narrower than the hips themselves, may be of the one, with the draped top of the corsage and the sleeves of the other material. The plain,

loose, chemise frock and the coat frock are both still in favour. The latter certainly are often made more elaborately than last year, pleats being frequently introduced on the skirt portion, and hanging ends with very bright embroidery on them depending from the belt, and so on; yet still the outline is eminently simple.



SIMPLICITY AND CHARM.  
A "Ready-to-Wear" crêpe-and-silk  
spring dress at Messrs. Liberty's,  
"Model 18."

AN ARTISTIC JUMPER FROCK.  
One of Messrs. Liberty's new designs.  
"Model 19," in "Ready-to-Wear" gowns.

No house holds a more deservedly high reputation in artistic dress designing than the famous one of Liberty. Everything there is in perfect artistic taste, and a touch of originality and distinction is combined with attention

to the lines of up-to-date fashion. Messrs. Liberty are meeting the double requirement of the hour—loose, easy, graceful outlines with inexpensive prices—in a new series of "Ready-to-Wear" models now on show at their Regent Street premises. These frocks must suit everybody, as each design is available in three sizes, and in fourteen colourings; the material is Liberty's Yarn crêpe, and patterns showing the fabric and colours will be sent on application. The tones are all characteristically refined, but vary from quiet greys and browns to summer-like pinks, pale blues, and greens. There are three designs, two of which are here illustrated; the third model is a bolero bodice with deep waistbelt and revers of silk. The simple lines of all these designs are effectively relieved by the trimmings of Tyrian silk in exquisitely refined and harmonising shades. Now, most remarkable fact, any one of these frocks can be bought, ready to wear, for 37s. 6d.; an artistic yet properly simple spring dress may be ours at a nominal cost. A great choice of more elaborate models can also be seen.

When we know that pure wool fabrics (needed in our climate for a large part of the year) are difficult to obtain, a cloth that is guaranteed to be genuine hand-woven wool and that at the same time is entirely produced in Scottish homesteads by wounded or disabled sailors and soldiers, must strongly appeal to us all. Messrs. Burberrys, the well-known Haymarket firm, have undertaken to dispose of the whole output of this material, so that it can only be obtained from that house or its authorised agents, under the distinctive name of "Blighty Tweeds." These cloths are woven on hand-looms from the finest Scotch sheep's wool, and are ideal for men's and women's overcoats, suits, and gowns. The colourings and designs are good, and the tweeds are lasting in wear as well as soft and fine. They are sold at the lowest possible economic price, and every member of the public who purchases them experiences the satisfaction of feeling that he is making some practical return for the self-devotion of our sailors and soldiers. Every piece of "Blighty Tweed" is marked with the name of the wounded man who has woven it, who is thus brought into sympathetic contact with the pur-chaser.

Messrs. Robinson and Cleaver's high reputation as manufacturers of the finest linen and other white goods makes the announcement of their spring White Sale—lasting only to March 18—of great importance to housewives wishing to replenish the linen-chest, and to all women needing underwear, handkerchiefs, blouses, or dainty white spring frocks. Linen is growing exceedingly scarce, owing to Government demands on flax, hence advantage should be taken of this opportunity to secure any goods required. All the articles in Messrs. Robinson and Cleaver's White Sale catalogue are offered at prices considerably below present value, and the catalogue can be had by post; but a personal visit to Linen Hall, 156-168, Regent Street, is a pleasure. FILOMENA.

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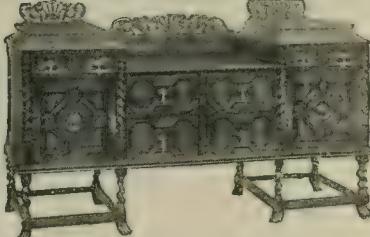
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## LITERATURE.

**Central America.** A good many people not generally ill-informed would find it difficult to say off-hand which are the particular Republics that come within the scope of Mr. W. H. Koebel's new volume, "Central America" (Fisher Unwin). It may be as well, therefore, to name them before glancing at a few of the general conclusions at which the author arrives after this very thorough and sympathetic survey. They are Guatemala, Nicaragua, Costa Rica, Honduras, Panama, and Salvador. In addition, there are geographically situated in the region the Crown Colony of British Honduras, with its area only twice that of Lake Nicaragua, and the Canal Zone, extending five miles on each side of the waterway, which is United States territory, within the Republic of Panama. The chief physical feature of Central America is its volcanoes. It is picturesque, rich, and fruitful, but the soil of the Isthmus is one of the most tortured in the world. Then, again, its lands run down from the mountains in the interior to its coasts on two oceans, the long slopes to the Atlantic covered with dense forest, banana plantations, and coconut-groves, while on the Pacific lie the swamps of the coral-fringed Mosquito Coast, and otherwise the more abrupt fall in Honduras and Costa Rica. Proximity to North America and to the West Indies has had a strong influence on its political, commercial, and economic history, and, generally, the geographical situation of the Isthmus has laid it open to an influx of foreigners. This and the comparatively small extent of its States have affected its development, directing it differently from the Latin Americas. Central America has a very old trade in mahogany. From early in the sixteenth century the sea adventurers and buccaneers repaired their ships with this timber. But owing to difficulties attending the lumber industry, its export has greatly fallen off. On the other hand, the rapid rise of the banana trade is the industrial romance of the country. Most of the product goes to the port of New Orleans, the enterprise, Mr. Koebel tells us, having been taken in hand in imperial fashion by the United Fruit Company of Boston, U.S.A. German interests, again,

have largely controlled the coffee shipment from Central America. But German methods of peaceful penetration, now that their essentially militant character has been revealed, are not more welcome to Central Americans than to other peoples outside the Central Powers of Europe; and one effect of the war, and of the Washington motives

**Read, Mark, and Learn.** "The Science of Power," by Benjamin Kidd (Methuen), is an arresting book—a trifle "stiff" to read, maybe, for those who can only digest what is called "light reading," but for every thinking person a vitally important and intensely interesting contribution to subjects of universal importance. For one thing, the author breaks his second lance with Darwinism—the first he broke in his highly successful encounter when he first entered the lists years ago with his epoch-making "Social Evolution," now established as a classic work. Great part of the present book is intensely topical. It sets forth a masterly analysis of the psychological forces which led to the war, and which make the German of the present hour what he persistently proves himself to be—a mere and sheer brute in human guise. With a trained surgeon's scalpel, as it were, Mr. Kidd lays bare the malignant growth in the *corpus vile* of modern Germanism and present-day Teutonic *Kultur*. He shows, stage by stage, how the crude animal Darwinism of Germany has now become the calculated world policy of Kaiserism and a fixed habit of thought among the German peoples. But the book contains much other treasure-trove. "Woman the Psychic Centre" and "The Mind of Woman," for instance, are chapters for everybody; while, in addition, every nature-lover will find many inspiring sources of thought in the section on "Social Heredity"—the heredity of species of wild animals in regard to fear. Mr. Kidd, from his own personal investigations and those of Dr. Mitchell, proves, beyond power of gainsaying by anyone, that the habit of fear and avoidance of man among beasts and birds is in reality not innate but the outcome of education and training by the parent animals.



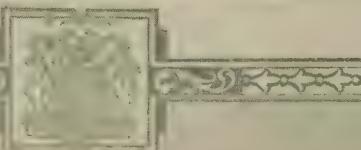
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Mr. Alan Lupton was Chairman of Messrs. H. R. Baines and Co., proprietors of the "Graphic," "Daily Graphic," and "Bystander." He was keenly devoted to outdoor pursuits, especially coaching and hunting, and this contributed to his recovery from injuries he sustained in a railway accident some years ago. During the war he had looked after remounts bought in the U.S.A. for the Government by his son, now serving in Mesopotamia.—[Photograph by G.P.U.]

and ideals in entering it, will be, in the author's view, a great strengthening of the bond between the Isthmus and the United States which the Mexican policy of President Wilson had already drawn closer. As regards British interests in the future, Mr. Koebel's counsel to our merchants may be summed up thus: Rouse yourselves from your own lethargy, and instruct a race of commercial travellers who can speak Spanish.

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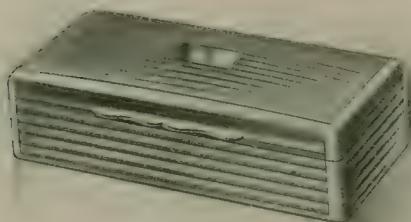
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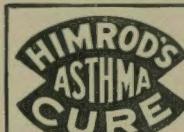
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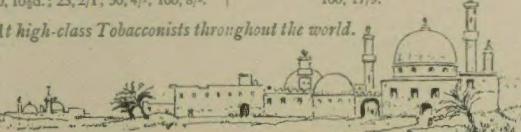
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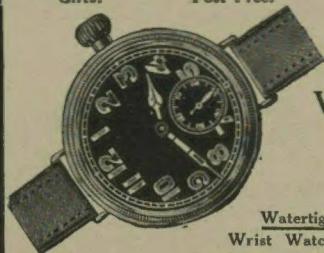
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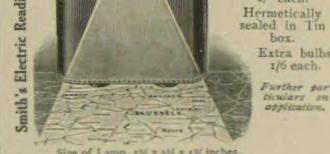
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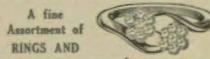
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## "THE STUCCO HOUSE."

DEEP is the cleavage between the Scottish mind and the English, the Scottish standard of life and the English. That is, when you are dealing with the ambitious Scot, or the prosperous—or, as in Jamie Lawrie's case, the Scotsman with imagination. Jamie suffered from heats and fluxes of imagination. His was an unbridled spirit that rode, on occasion, to disaster. But Mr. Gilbert Cannan is careful not to blame genius erratic; although he is their creator, and should nicely and evenly balance the scales between them, he finds Catherine, the jealous and miserly wife—miserly of all things, from love to gold—by far the greater sinner against the powers of life. The house she chose had something to do with the Lawrie tragedy, because it had been the scene of a murder and had a morbid atmosphere. Which seems to us not to drive home, but to confuse, the psychological issues of "The Stucco House" (Fisher Unwin), a book that is before everything a psychological history. It is gloomy in the extreme—as gloomy as Thursby's Lancashire streets and utilitarian architecture; as gloomy as the horrible waste places that rampant industrialism has created in England's green and pleasant Midlands. Mr. Cannan's people are queer people, and even the practical, commonsensical ones progress with curious jerks and spasms when they pass by (on the other side) the Lawrie household in its agony. "The Stucco House" is less a novel of realism than a novel of dreams—and such dreams! Turgid visions of disordered humanity, the nightmare of a clever writer hag-ridden by a mental indigestion. Mr. Cannan's world, in this instance, is too much with him. He should take deep breaths, and sleep, when he dreams fiction, with open windows to the stars.

The stamp of truth will command Mr. C. R. W. Nevinson's war pictures in "British Artists at the Front: Part I." to all whose ideal is that of vivid realism, while the power and originality of his method will appeal to those with imagination. Cubist and Futurist as he is, Mr. Nevinson

is here revealed as a Realist, and his renderings of war incidents, notably those of aerial warfare, bring home the tragic, terrible, and dramatic sides of this greatest of all wars with a force that is absolutely convincing. The artist's work and methods are ably dealt with in Introductions by Mr. Campbell Dodgson and Capt. C. E. Montague—appreciative estimates of his ideals. The set, when completed, will make "British Artists at the Front" of



COMEDIAN AND PATRIOT: A TRIBUTE TO VALUABLE SERVICES.

Of the many men in every field of patriotic effort, few have done more practical service than Mr. George Robey, whose name is synonymous with fame and "full houses." War charities have benefited largely on many occasions by Mr. Robey's efforts; and his many friends, and admirers of his talent and his patriotic energy, under the presidency of Mr. W. H. Dunn, Chairman of the Presentation Committee, have recognised his real by the gift of a beautiful Sheraton tea and coffee service, made in most artistic fashion by the Goldsmiths and Silversmiths Company, Ltd., of 112, Regent Street, W. The presentation was made on March 5. The whole of the surplus above the cost of the service is being given by Mr. Robey himself to war charities.

considerable value in more senses than one. A number of Mr. Nevinson's drawings are on view at present at the Leicester Galleries. The publication is issued at 5s.

## THE CHRONICLE OF THE CAR.

## The National Council of Motoring.

When, some weeks ago, I wrote of the proposal to form a National Council of Motoring, composed of representatives of all the various bodies connected with the movement, I noted that the A.A. had definitely abstained from the movement without reason assigned. Conceding the right of the Association to stand out of this or any other proposed pool of interests for any reason or none, I expressed the opinion that it was, nevertheless, clearly necessary for the A.A., in this instance, to give the reasons for its abstention from a movement which has been widely advocated for years past, failing which explanation it must rest under the implication of following a dog-in-the-manger policy. The protest against the policy of silence seems to have produced its effect, for I have before me now a long communication from the secretary of the Association, setting forth in detail the circumstances leading up to the concrete proposal for the formation of the Council, and the reasons which prompted the A.A. to decline to associate itself with that movement. I must at once say that, on the face of it, the A.A. appears to have had ample justification for its attitude. According to the information conveyed by this communication, the A.A. was invited, in October last, to form part of a suggested United Council of Motor Users, Producers, and Distributors. An official copy of the minutes of a meeting convened for the purpose of formulating the proposal accompanied the invitation. To this invitation the A.A. replied to the effect that its committee was in entire sympathy with the suggestion for united action by all the bodies concerned, but considered that such action could be best arrived at through conferences to be held from time to time as occasion might arise. It was pointed out that the A.A. was formed for the benefit of motorists and

motoring generally, and therefore the committee felt that it could not pledge itself to support the policy of any trade body or bodies whose interests might conceivably clash.

(Continued overleaf.)

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Dr. Bettoux, Medical Faculty of Montpellier.

One of our colleagues mentioned to us the case of a patient over 70 years of age, who was formerly incapacitated through rheumatism, and who undoubtedly owes her life, and a fair degree of comfort during the past five years, as the result of taking URODONAL regularly.

Dr. Paul Saard,  
late Professor of the French  
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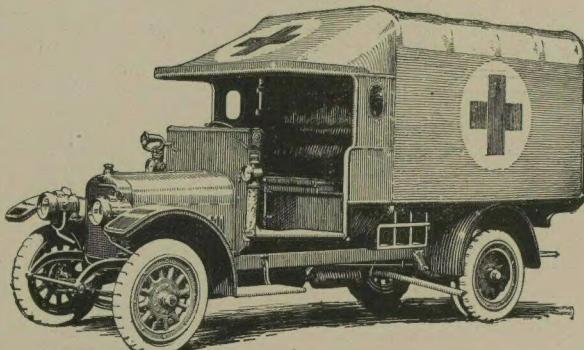
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*Continued.* with those of the private motorist; in the protection of those interests the committee preferred to remain entirely free. So far, there does not seem to be shown any grave reason why the A.A. should have taken this view, and it is in explanation of the reasons why that attitude was taken up and maintained that the statement under discussion is illuminating. Proceeding, the A.A. says it "refuses absolutely to be fettered by enlistment in a 'combine' whose constitution is based upon principles such as those disclosed in Paragraph III. of the resolutions unanimously adopted at the first meeting." That paragraph, part of an official copy of minutes already referred to, reads as follows—

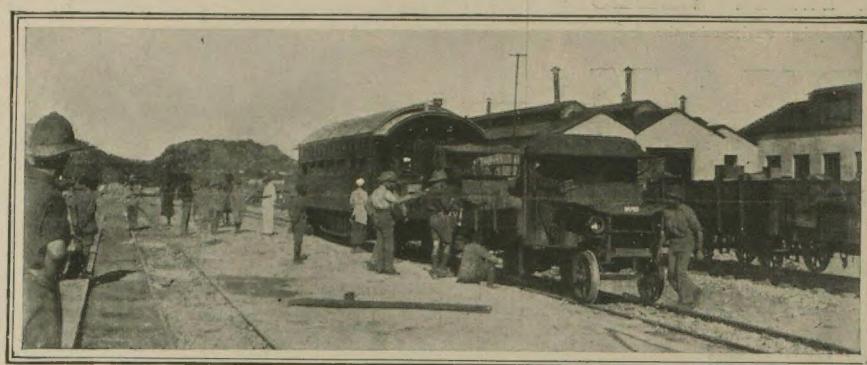
III.—In respect of legislation, kindred matters, and technical questions in relation thereto, to use its influence to discourage any organisation represented upon the Council from acting in a manner calculated to impede the policy or to injure the interests of any other organisation so represented, and to encourage united action and mutual support between all these organisations.

It will be well to give careful attention to the wording of this resolution, particularly to that part which aims to "discourage any organisation represented on the Council from acting in a manner calculated to impede the policy or to injure the interests of any other organisation so represented."

The Composition of the Council. Let us glance at the list of the bodies composing the suggested Council, whose representatives unanimously passed the clause. These were the R.A.C., the Roads Improvement Association, the A.C.U., the Scottish A.C.,

wise than conflicting. I do not assert that they cannot be reconciled—they probably can; but what could be thought of a body like the A.A., whose interests are those of the user as against those of the trade, which entered into an agreement pledging itself not to urge those interests when they happened to conflict with those of, say, the Commercial Motor Users' Association? The answer is self-evident. Again, we have before us the case of the fifteen per cent. margin on the retail sale of petrol, which was enforced on all the members of one of the bodies represented—the Motor Trades Association. I agree that that was the business of the M.T.A., and I am not criticising its action at the moment. But it is clear that the enforcement of that rate of profit, as against the threepence per gallon agreed by the A.A. some years since, is against the interests of the private user. Now, had the A.A. subscribed to the formula of the resolution, it would not to "act in a manner calculated to impede the policy or to injure the interests" of the M.T.A. if and when the latter proceeded to levy a profit on petrol of fifty per cent. instead of fifteen per cent.

W. W.



A CONVERTED NAPIER: DOING USEFUL WORK IN EAST AFRICA.

Our photograph shows a Napier lorry, which has been converted into a railway tractor, working on the Central Railway in what was formerly German East Africa.

Cycle and Motor-Cycle Manufacturers Union, Institution of Automobile Engineers, C.M.U.A., Motor Trades Association, and the interests represented by the S.M.M.T. On the face of it, except in a very few cases, the interests of these bodies cannot be other-

wise than conflicting. I do not assert that they cannot be reconciled—they probably can; but what could be thought of a body like the A.A., whose interests are those of the user as against those of the trade, which entered into an agreement pledging itself not to urge those interests when they happened to conflict with those of, say, the Commercial Motor Users' Association? The answer is self-evident. Again, we have before us the case of the fifteen per cent. margin on the retail sale of petrol, which was enforced on all the members of one of the bodies represented—the Motor Trades Association. I agree that that was the business of the M.T.A., and I am not criticising its action at the moment. But it is clear that the enforcement of that rate of profit, as against the threepence per gallon agreed by the A.A. some years since, is against the interests of the private user. Now, had the A.A. subscribed to the formula of the resolution, it would not to "act in a manner calculated to impede the policy or to injure the interests" of the M.T.A. if and when the latter proceeded to levy a profit on petrol of fifty per cent. instead of fifteen per cent.

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